

CLASSIFICATION <b>SECRET</b>	
COUNTRY <b>East Germany</b>	REPORT
TOPIC <b>Briesen Airfield</b>	25X1
EVALUATION	25X1
DATE OF CONTENT	25X1
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REFERENCES	
PAGES <b>4</b>	ENCLOSURES (NO. & TYPE)
REMARKS	
This is UNEVALUATED Information	

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1. The following air activity and aircraft were observed at Briesen airfield between 27<sup>July</sup> and 25 August:

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28 July. Between 0800 and 1400, Il-28s or U-Il-28s [ ] and without auxiliary fuel tanks made individual take-offs at intervals of 7 to 8 minutes each and returned to the field after have been aloft for 20 to 35 minutes. There was a 10/10 overcast at an altitude of 600 meters and visibility of 2,000 meters.

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29 July. At 0900, 15 Il-28s or U-Il-28s took off individually at intervals of 1 to 2 minutes, headed toward the west, returned to the field at 1800 and landed individually at intervals of about 3 minutes. There was a 9/10 overcast at an altitude of 1,000 meters and visibility of 6,000 meters. A total of 39 Il-28s or U-Il-28s [ ] and without auxiliary fuel tanks and 4 Il-28s or U-Il-28s [ ] and auxiliary fuel tanks were parked in a line to the west from the flight control station at the parking area on the southern taxiway.

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30 July. Between 0800 and 1300, Il-28s or U-Il-28s made 77 flights. These aircraft apparently made local flights of 10 to 15 minutes duration, sometimes flying without ground visibility. There was a 10/10 overcast at an altitude of 800 meters and visibility of 5,000 meters. Often, up to 7 aircraft were aloft at the same time.

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1 and 2 August. Between 0700 and 1400, there was intensive air activity. The weather was 8/10 overcast at an altitude of 1,000 meters and visibility of 10 km. All aircraft parked at the field took off at intervals of 1 to 2 minutes. The planes flew in tandem formation at intervals of 1,000 meters each and were aloft for 30 to 35 minutes. Up to 12 aircraft were seen aloft at the same time. After landing, the planes taxied to the take-off point passing the parking area and the southern taxiway. There was a continuous "circular traffic". About 30 aircraft, one after the other, were mostly seen at the taxiway.

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3 and 4 August. There was no air activity during daytime. At 2100, individual flights of 30 to 45 minutes duration were made. The runway was only illuminated by about 12 white lamps. Before landing, the planes switched off white landing lamps. On both days, air activity was terminated at about 0100.

7 August. There was no air activity. A total of 44 Il-28s or U-Il-28s were parked at the parking area on the southern taxiway.

8 August. At 1500, air activity started. At first, Il-28s took off at distances of 1,000 meters. The first plane used the left the next plane the right side of the runway. After these planes had taken off, two elements of two aircraft took off in the same manner. The first two planes [redacted] while one aircraft each of the next two elements of two [redacted]. Always, the planes [redacted] flew ahead and landed first. Each plane made two flights of 25 minutes duration each. The aircraft within the elements of two flew at distances of one wing span, [redacted] planes always flying to the left side. After air activity was terminated, 41 Il-28s or U-Il-28s were parked at the southern taxiway, and 1 or 2 were parked in the wood southwest of the flight control station.

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12 August. Between 0700 and 1400, 23 individual flights were made by Il-28s or U-Il-28s [redacted] and without fuel tanks at intervals of about 15 minutes. The weather was perfect. All flights were made in the vicinity of the airfield at an altitude of about 3,000 meters and continued about 25 minutes.

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13 August. Between 0600 and 1600, there was air activity while the weather was fair. Two aircraft took off in echelon formation and, after an interval of 1,500 meters, the next two planes took off. Both elements of two planes headed toward the west and returned from the east after 6 minutes. Then three of these planes [redacted] flew in wedge formation behind the fourth aircraft at a distance of about 5,000 meters. The fourth aircraft [redacted] and towed a sleeve target. After crossing over the field, the planes disappeared toward the east. No firing was heard nor seen. About 35 minutes later, plane No 11 returned to the field, dropped the target, from an altitude of 600 meters to the field, and then landed. The sleeve target was torn by bullets. About 3 minutes later, the remaining three aircraft landed. During air activity by the four aircraft mentioned above, another Il-28 circled over the field and the eastern air space at an altitude of about 3,000 meters. This Il-28 landed later than the four other planes [redacted]. Various similar flights were made during air activity and several damaged and undamaged sleeve targets were dropped. Air activity was terminated at 1600. 1

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Several aircraft were refueled just in front of the flight control station. One tank truck moved to the port side of wings, two hoses were laid to that side of the plane. One hose was put into an opening behind the cabin and the other into an opening approximately in line with leading edge of wings. These openings were in line, not on the upper side of the fuselage but slightly underneath on the port side. Two men operated the tank truck and two handled the hoses on the aircraft. The refueling procedure lasted 6 minutes then the

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tank truck moved to the next plane. After the second plane was refueled, the tank truck moved to the fuel depot. Each two-axle tank truck served two Il-28s. When the refueling procedure was terminated, the engine of the planes were run up without starting carriages. 2 A total of 44 Il-28s or U-Il-28s were parked on the southern taxiway after air activity was terminated.

14 August. There was no air activity during daytime. Between 2000 and 2400, 26 individual take-offs were made by Il-28s or U-Il-28s. The weather was clear. Flights by Il-28s or U-Il-28s with position lights lasted for 20 minutes each. Before landing, two strong landing lamps were switched off. From the eastern end of the field and the runway, red flash signals "...-.-" were given at intervals of about 30 seconds in the direction of the landing aircraft. The last aircraft landed at about 0200.

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17 August. At 0600, air activity started. There was a 4/10 overcast at an altitude of 2,000 meters and visibility of about 10 km. Until 1000, Il-28s [ ] and one U-Il-28 [ ] practiced flying in the air space west of the airfield. These flights lasted for about 40 minutes each. Between 1400 and 1600, there was air activity by Il-28s [ ] Take-offs and landings were made at intervals of about 10 minutes and the individual flights lasted for about 20 minutes. A total of 44 Il-28s or U-Il-28s were parked at the parking areas after air activity was terminated.

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20 August. Between 0800 and 1600, 21 individual flights were made by aircraft [ ] The weather was fair. Take-offs were made at intervals of 25 to 30 minutes in a westerly direction. When returning, the planes crossed over the field at an altitude of about 6,000 meters.

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22 August. Between 1800 and 2400, a total of 16 individual flights were made. When landing after a flight of about 25 minutes duration, the runway was illuminated by the aircraft by two landing lamps, because the runway was unlighted. Only a red intermittent light, which gave Morse signals in the direction of the landing planes, was located at the eastern end of the runway.

24 August. Between 0600 and 1700, there was air activity by 11 to 12 Il-28s including those with auxiliary fuel tanks [ ] The weather was fair. Individual flights toward the west were mostly practiced. Il-28s [ ] flew in an element of two. Take-offs were made at intervals of about 60 minutes each, and the flights lasted for 50 to 65 minutes. The planes headed toward the west and disappeared from view flying at a high altitude. Before landing, the Il-28s crossed over the field at an altitude of about 7,000 meters coming from the west, and then landed from the east.

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25 August. At 1400, air activity by eight Il-28s with [ ] and auxiliary fuel tanks started. There was a cloud ceiling of 500 meters and visibility of 10 km. The planes took off at intervals of 4 to 5 minutes and then headed toward the east. Il-28s [ ] returned after 35 minutes, the other after 105 minutes. All aircraft were parked at the western end of the southern taxiway. From there, the pilots were carried in sedans to their quartering billets. It appeared that the pilots conducting all flights had reached a very good training status. No detailed observations on the activities at the airfield could be made because of reinforced patrols.

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[ ] carrying air force officers, were seen at Krausnick.<sup>1</sup>

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2. On 17 August, a detail of 40 Soviet soldiers preceded by a military band marched to the Brand railroad station. Soviet air force soldiers stated that this detail involved personnel who, after completion of their term of service, returned to the USSR.

3. At 1800 on 8 August, 4 Il-28s each towing a transport glider crossed over the locality of Alt Zauche at an altitude of about 400 meters. This formation came from the direction of Maerkisch-Buchholz and headed toward the southeast. The transport gliders had a thick, heavy fuselage, single tail unit, straight leading edge of wings, and a span which was apparently somewhat larger than the span of an Il-28. The distance between an Il-28 and a glider was about 2 Il-28s lengths. Four jet fighter escorted the formation, circling at an altitude of about 2,000 meters. 3

4. At about 1450 on 25 August and at 0800 on 27 August, a formation of 8 and 9 Il-28s respectively flying in wedge formation flew at a very high altitude over Briesen airfield. Take-offs and landings of these planes were not made at Briesen airfield.

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1. Comment. The occupation of Briesen airfield remained unchanged. In addition to the bomber regiment [ ] the Il-28 unit [ ] aircraft from Welzow has been stationed at the field since mid-June 1955. As observed on 8 and 13 August, aircraft of both units made joint exercises. [ ] aircraft [ ] and 12 have been reported for the first time. [ ]

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2. Comment. This refueling procedure of Il-28s was previously reported [ ]

3. Comment. It is rather doubtful, that Il-28s were utilized to tow gliders.

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